

BookletChart™

Prince William Sound

NOAA Chart 16700

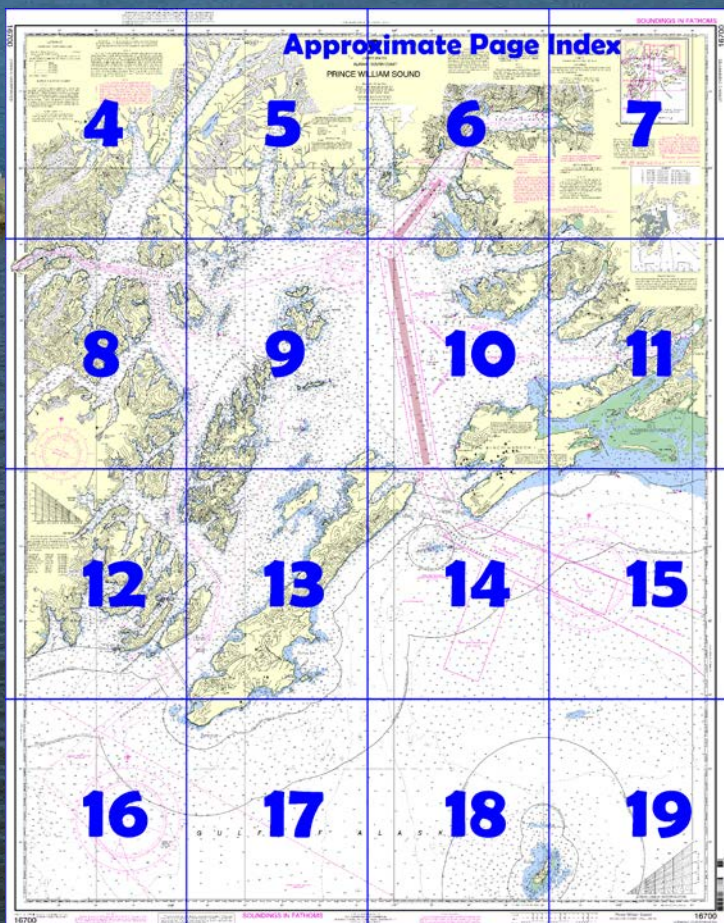


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16700>.



(Selected Excerpts from Coast Pilot)

Prince William Sound is an extensive body of water with an area of about 2,500 square miles. It is very irregular in outline, with great arms spreading in all directions. The entrance, from Cape Hinchinbrook to Cape Puget, is 58 miles across, but is almost closed off by islands. The largest is Montague Island which extends well out into the ocean.

Many of the islands and peninsulas in the sound are low and tree covered but behind

these rise eternal barriers of ice and snow. The **Chugach Mountains** stretch NW from the St. Elias Range and enclose the sound round

through N and W. On the N shore glaciers come down to the heads of the bays.

Prince William Sound Shipping Safety Fairway, extending SE from Hinchinbrook Entrance at the approaches to Prince William Sound, has separate inbound and outbound traffic lanes that merge in the NW part. (See **166.100 through 166.110 and 166.400**, chapter 2, for limits and regulations.)

There are three **Safety Zones** in Prince William Sound: Valdez Marine Terminal, Ammunition Island, and a Moving Safety Zone around explosive-carrying vessels. (See **§165.1701, §165.1703, and §165.23**, chapter 2, for limits and regulations.)

Traffic Separation Scheme (Prince William Sound), wholly within U.S. Territorial waters, has inbound and outbound traffic lanes and separation zones, and leads from the vicinity of Cape Hinchinbrook through Prince William Sound and into Valdez Arm (the entrance to Port Valdez). (See charts 531, 16013, 16700, 16709, and 16708. See also, Traffic Separation Schemes (Traffic Lanes), indexed as such, chapter 1, for additional information.) (See **§167.1701, §167.1702, and §167.1703**, chapter 2, for limits and regulations.)

Mariners approaching or departing Hinchinbrook Entrance are advised to use caution, because of strong currents, occasional severe weather, and fishing activity in the area. Hinchinbrook Entrance may be transited E or W of Seal Rocks, at the vessel master's discretion.

Dangers.—The off-lying dangers in the approaches to Prince William Sound are Middleton Island, Fountain Rock, Wessels Reef, and Seal Rocks.

The Hinchinbrook Entrance Safety Fairway has been established to provide an unobstructed approach for vessels from the SE to Hinchinbrook Entrance. Use of this fairway provides safe clearance of Wessels Reef and Seal Rocks, and terminates at Cape Hinchinbrook. The Prince William Sound Vessel Traffic Service begins about 3.5 miles after departing the designated safety fairway. A RACON established at Seal Rocks and a radio beacon at Cape Hinchinbrook provide aids to making the approach.

The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.

A **Vessel Traffic Service (Prince William Sound Vessel Traffic Service)**, operated by the U.S. Coast Guard, has been established in Prince William Sound, Valdez Arm, Valdez Narrows, and Port Valdez. The Service is designed to prevent collisions and groundings, and to protect the navigable waters of the Vessel Traffic Service area from environmental harm resulting from such collisions and groundings.

The **Prince William Sound Vessel Traffic Service** comprises three major components: a **Traffic Separation Scheme**, a **Vessel Movement Reporting System**, and **radar surveillance**. The Traffic Separation Scheme comprises a network of one-way traffic lanes with a separation zone in between. The traffic lanes are each 1,500 yards wide from Hinchinbrook Entrance to the vicinity of Bligh Reef at the SE end of Valdez Arm, then gradually decrease in width to 1,000 yards and terminate at Rocky Point. The separation zone is 2,000 yards wide between Hinchinbrook Entrance and the vicinity of Bligh Reef, then gradually decreases in width and terminates at Rocky Point.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

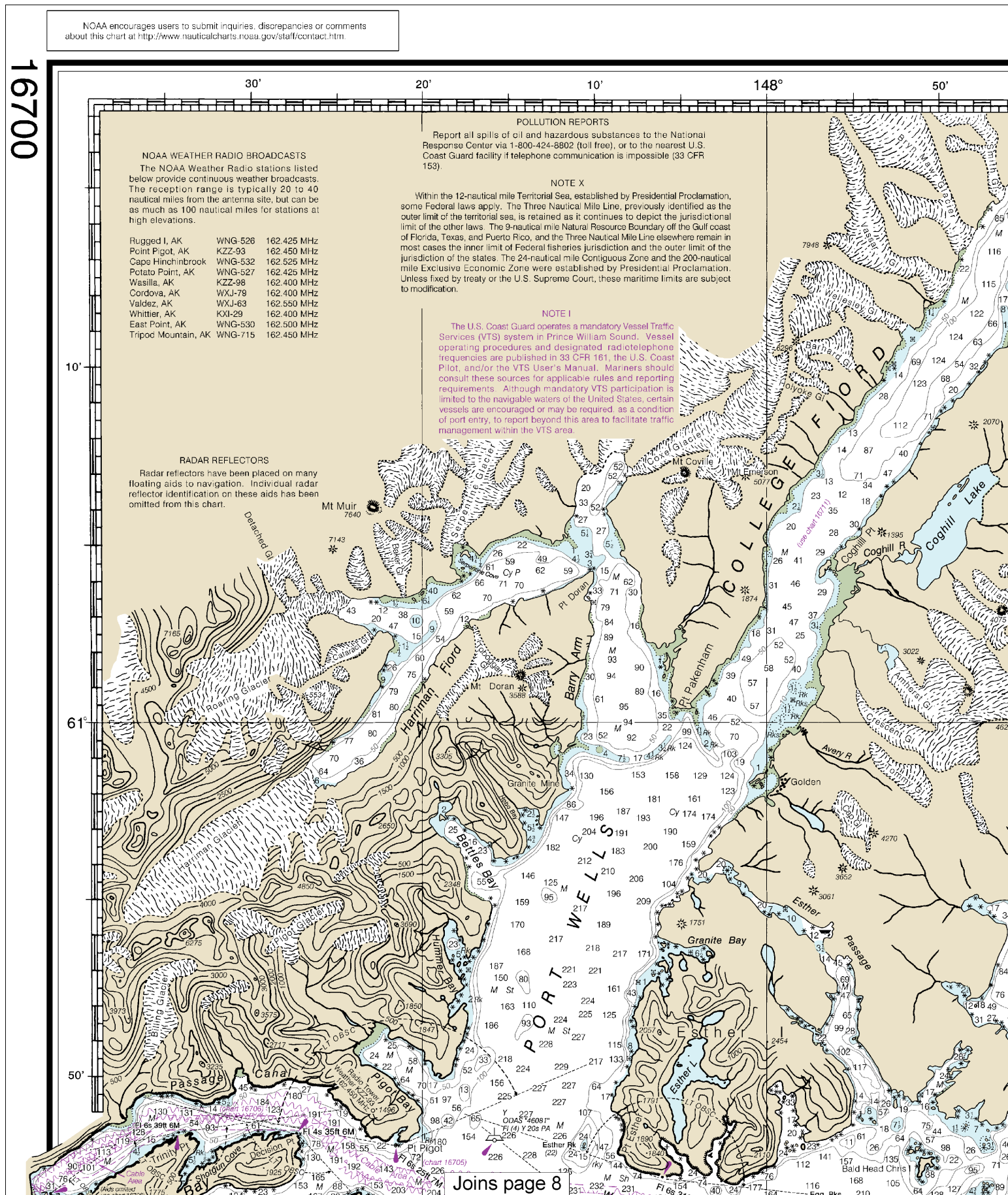
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

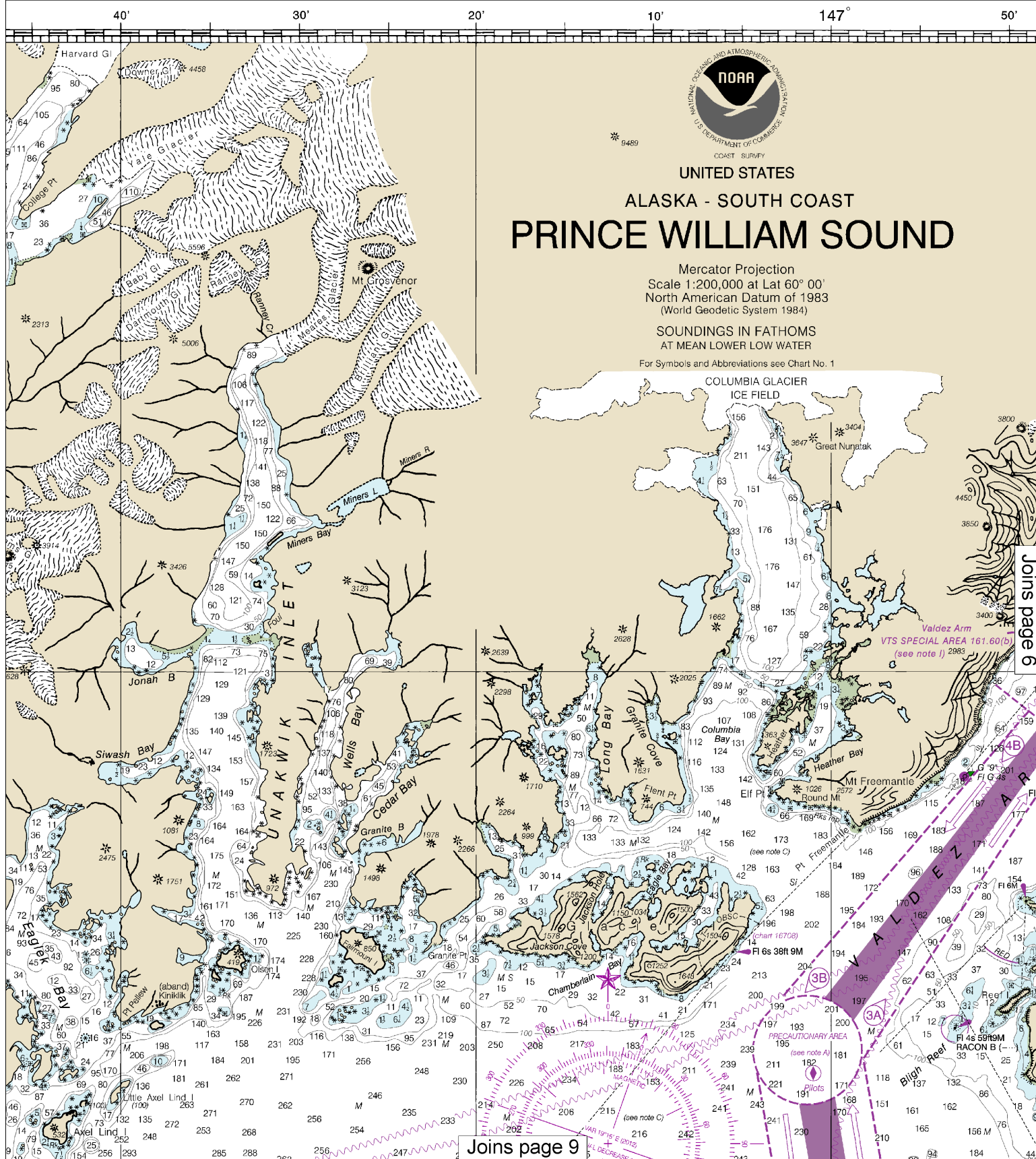
16700



Joins page 8

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Note: Chart grid lines are aligned with true north.

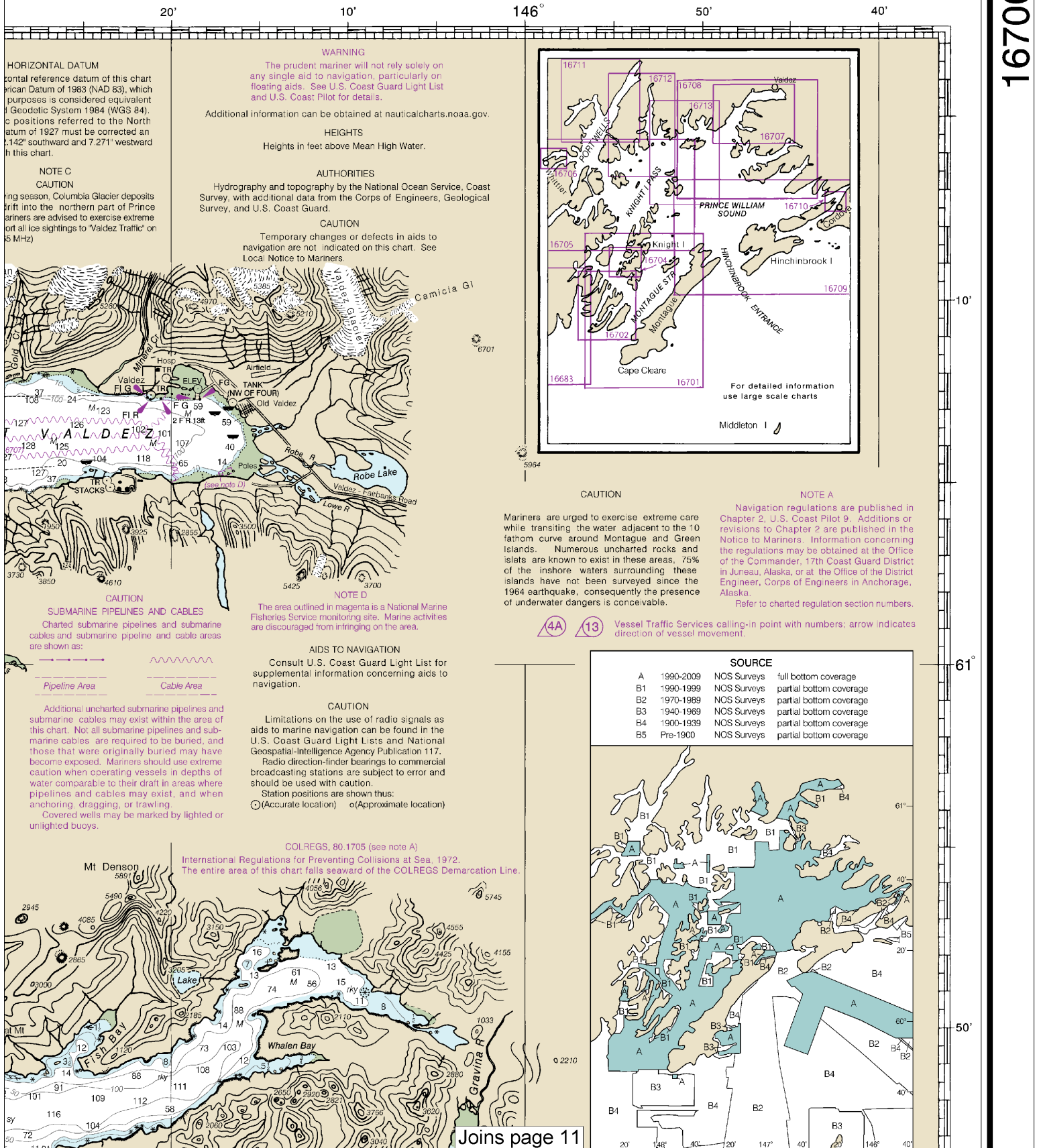


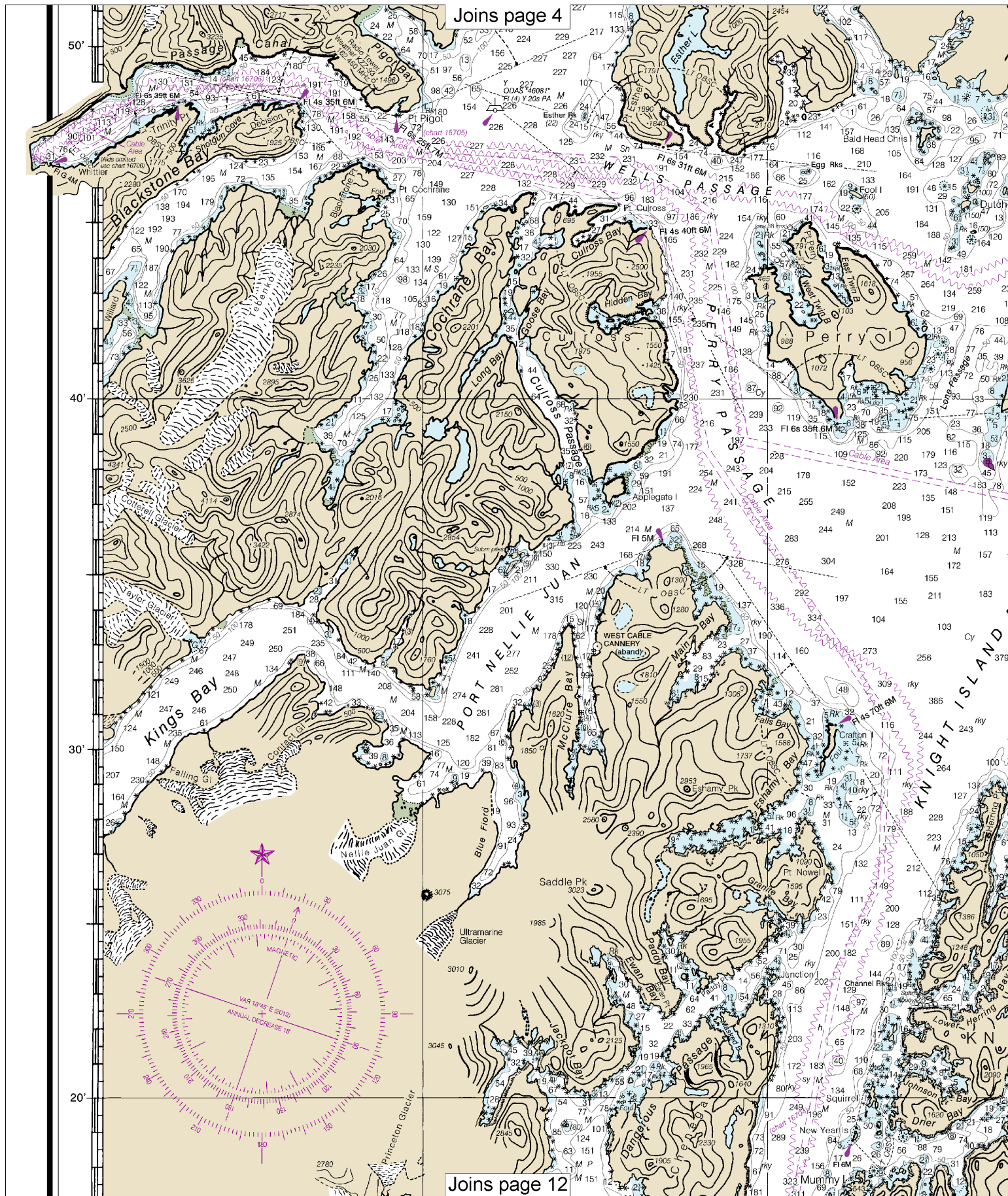
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:266666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

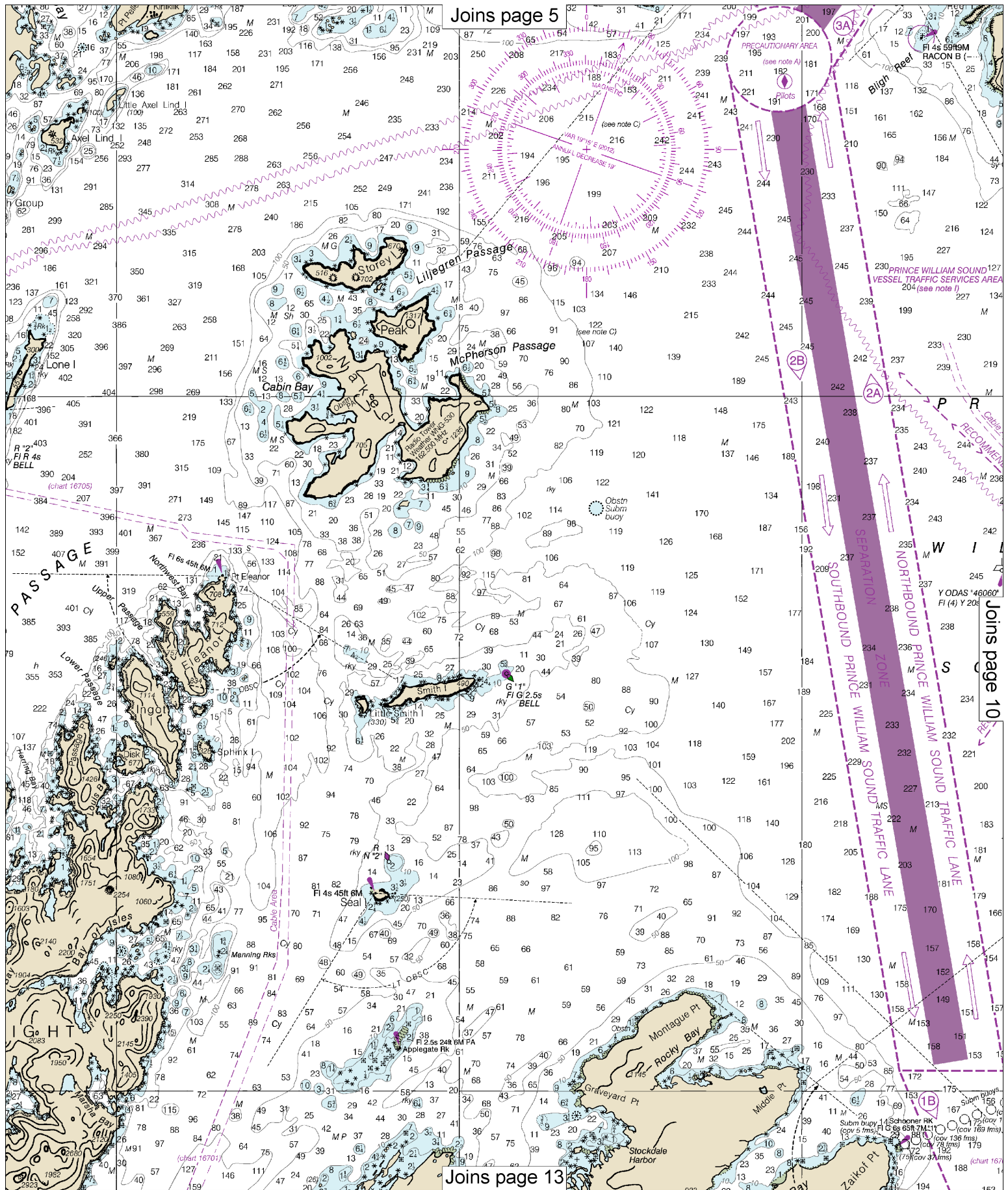
Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FATHOMS

16700



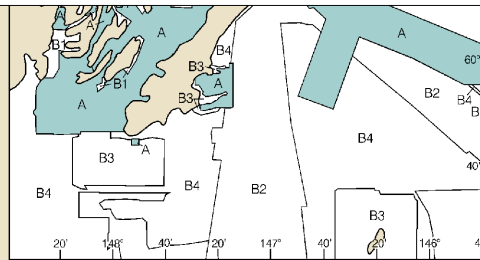




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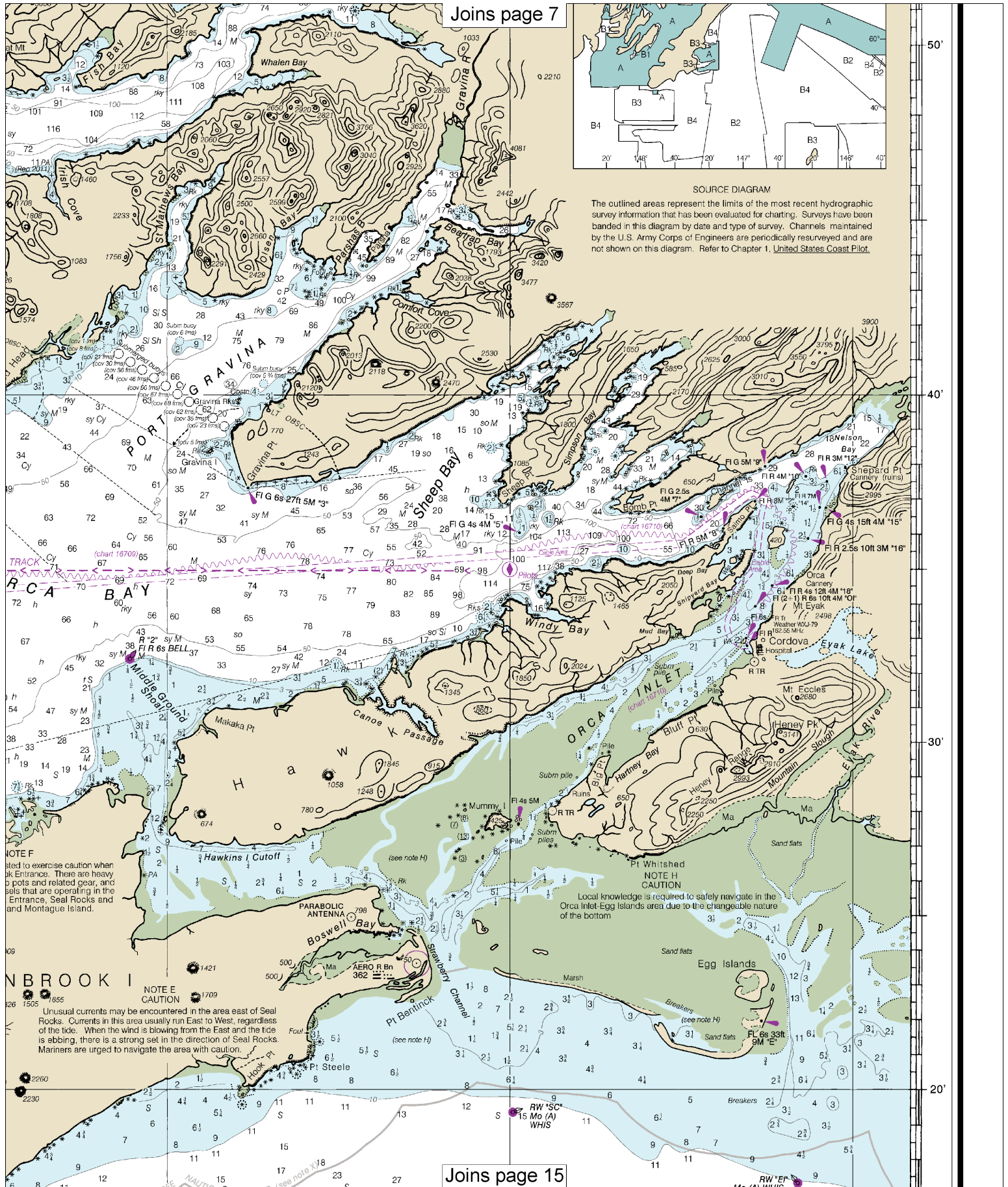
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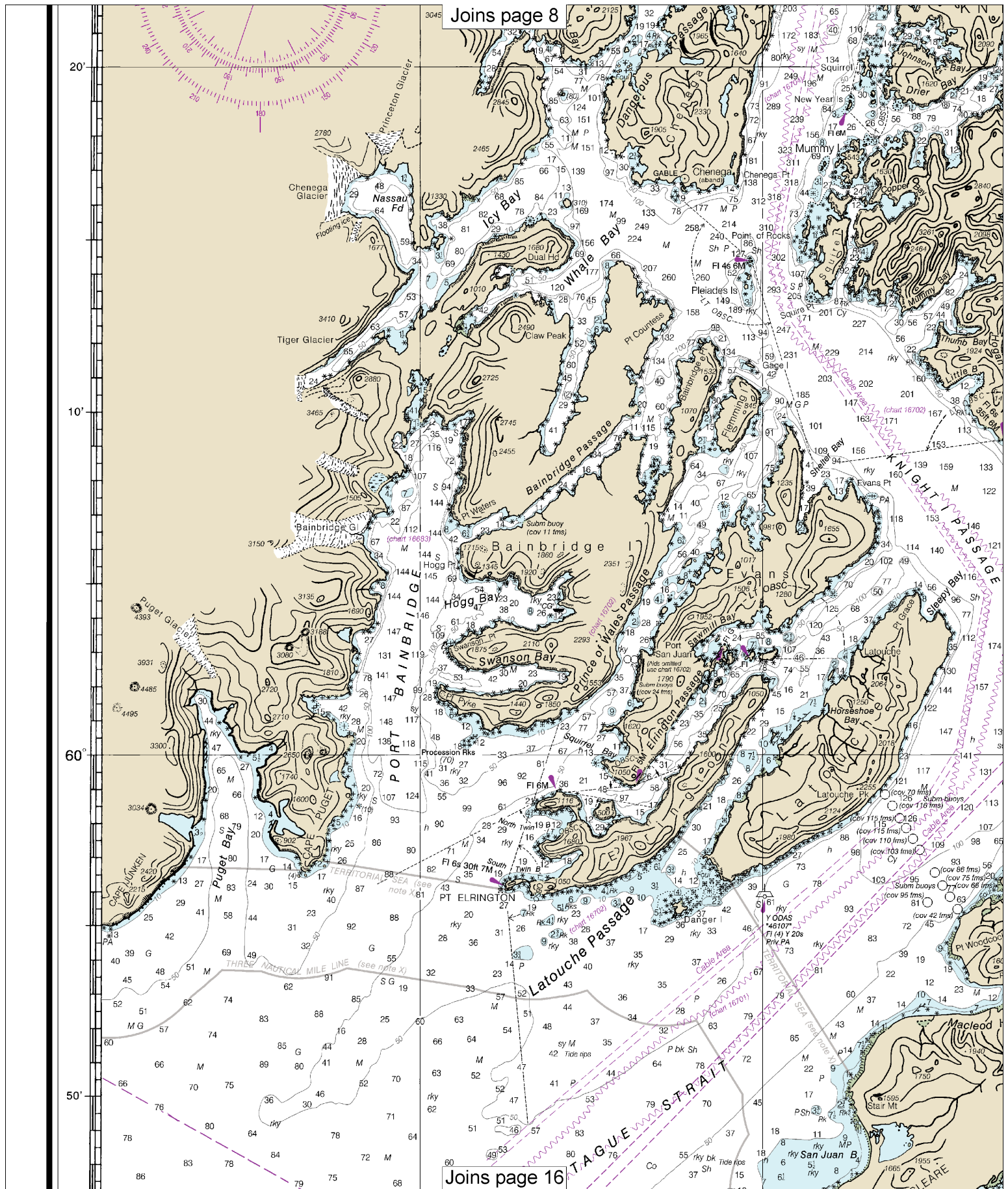
Joins page 13

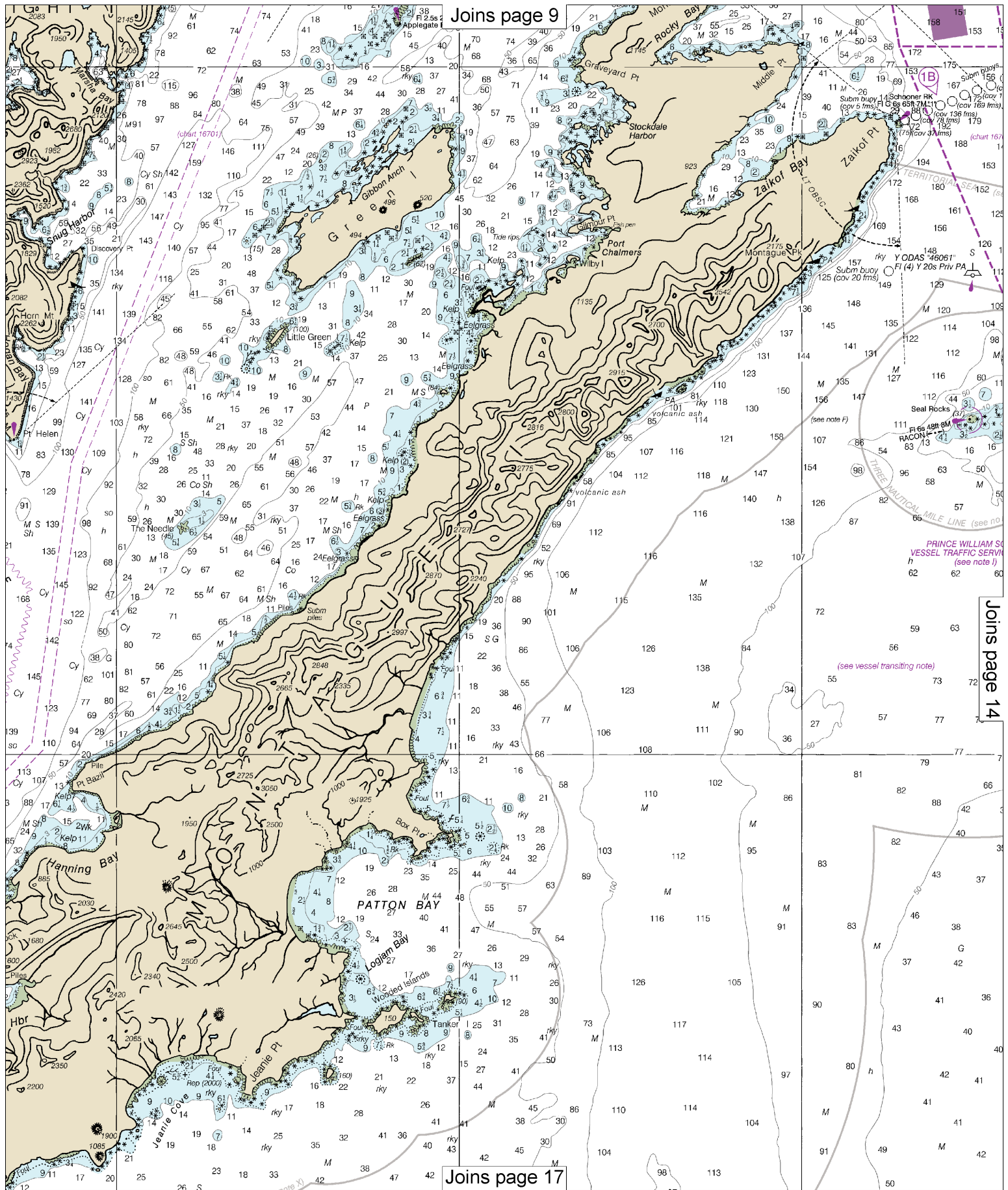


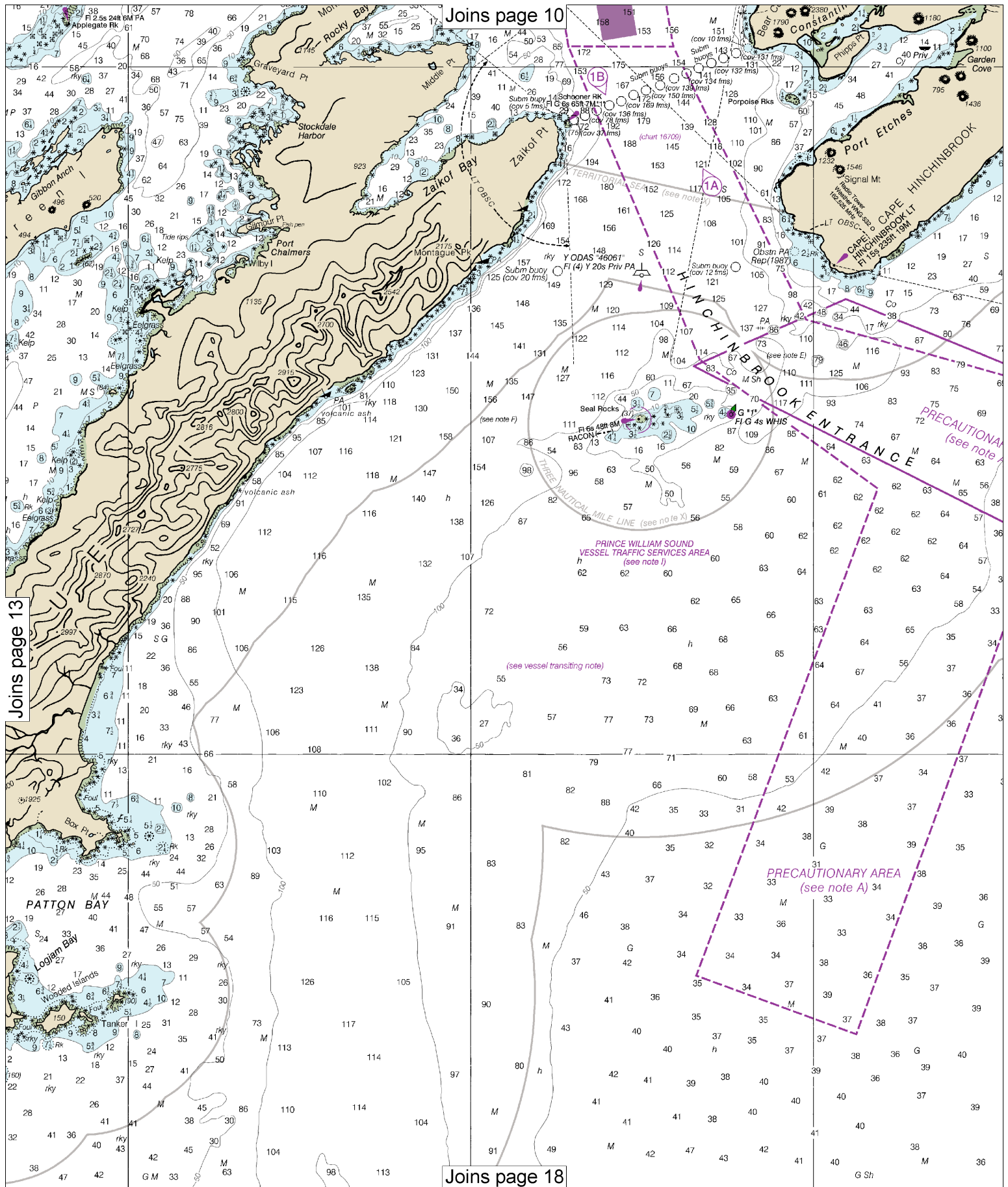
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.





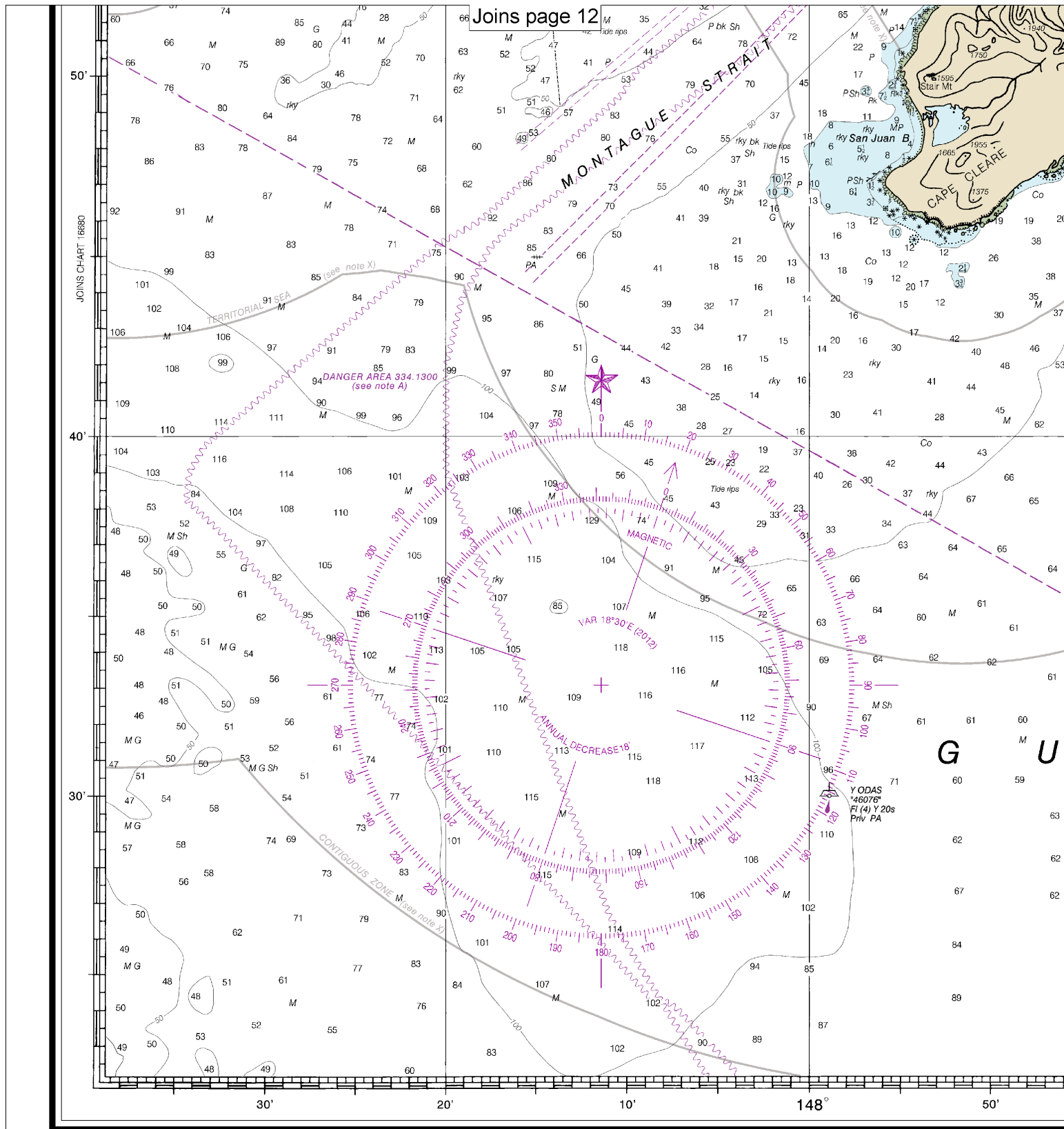




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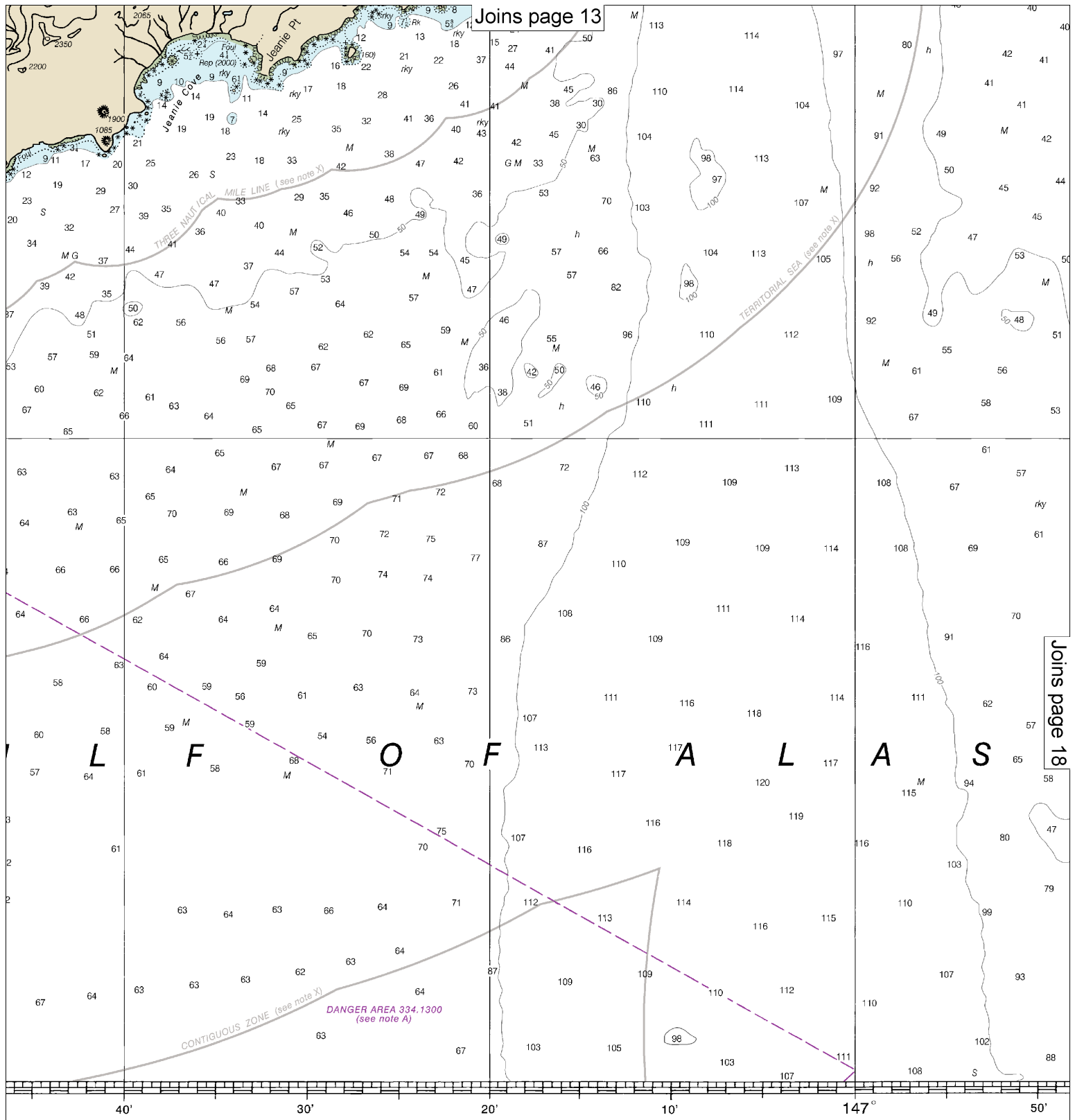


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LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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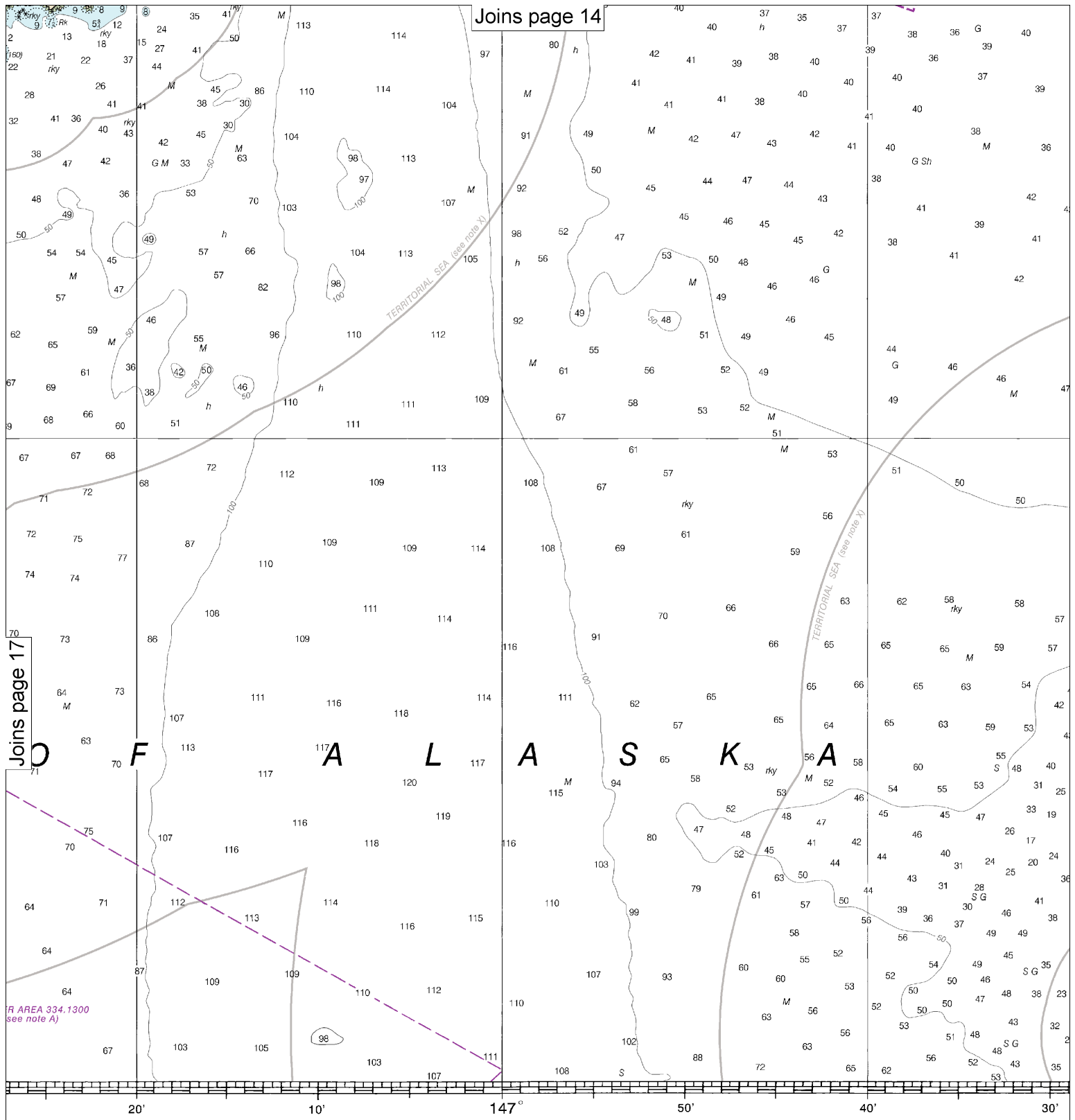
Note: Chart grid lines are aligned with true north.



SOUNDINGS IN FATHOMS

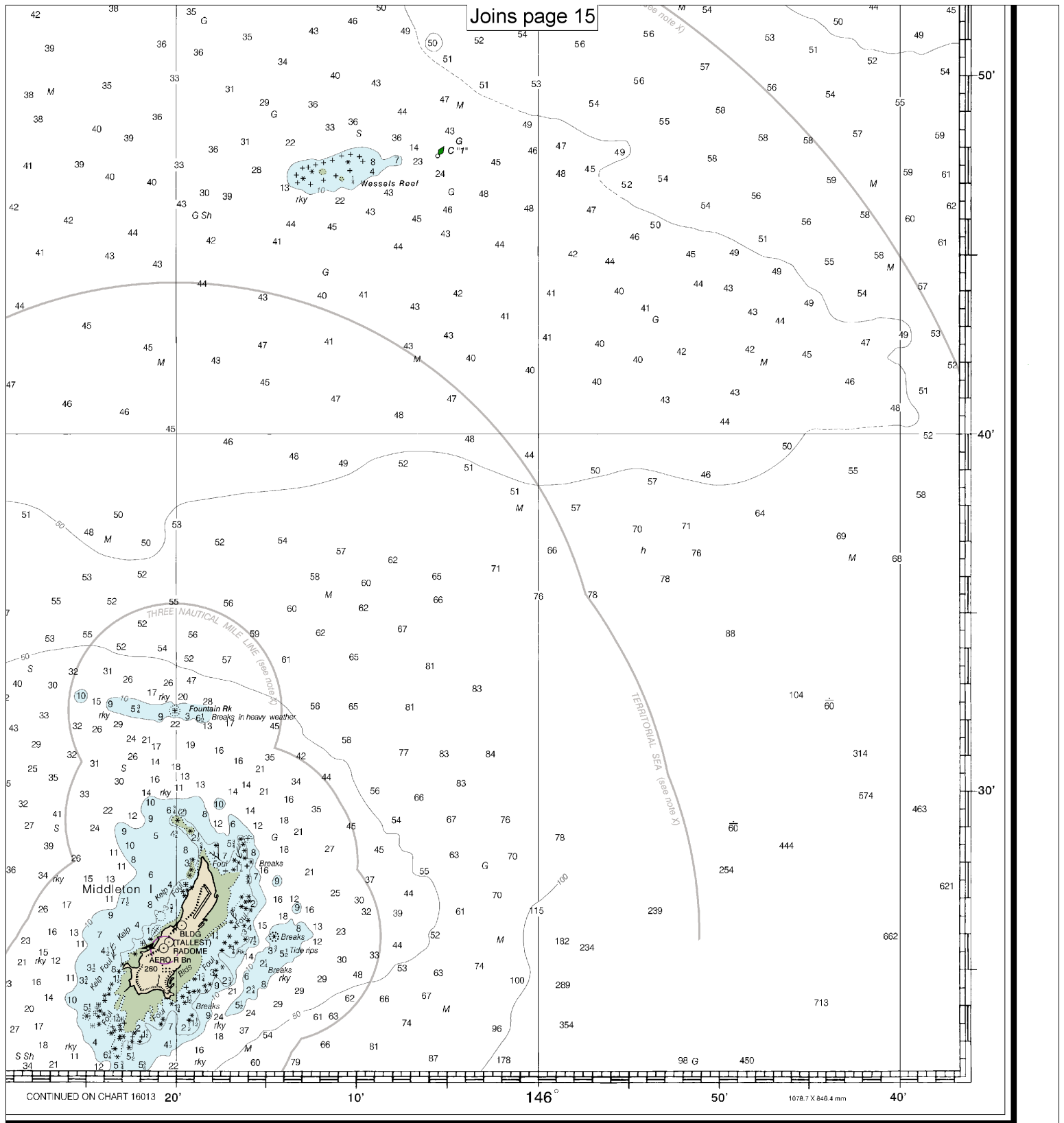
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

The U.S. Coast Guard
Task Force endorse
distances from shore to
coast anywhere between
See U.S. Coast Pilot 9.



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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

VESSEL TRANSITING
 The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Prince William Sound
SOUNDINGS IN FATHOMS - SCALE 1:200,000

16700



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.